

# 1601 LOST, 745 SAVED

## Thrilling Account of Sinking of Titanic and Work of Rescue

### Ship Sank With Band Playing "Nearer My God to Thee"

The following tabulation of passengers and crew on board the Titanic, together with those saved and lost, has been compiled from the figures in the statement issued by the committee of passengers.

Approximate number of passengers on board: first class 330, second class 320, third class 750. Total passengers 1400. Officers and crew 940. Total 2340. Number of passengers saved by Carpathia: first class 210, second class 125, third class 200, total 535. Members of the crew saved: officers 4, seamen 39, stewards 96, firemen 71, totals 210. Total saved 745. Total number perished 1601.

First and second class passengers 650. First and second class passengers saved 335. Total cabin passengers lost 315.

NEW YORK, April 19.—The Cunard liner Carpathia, a ship of gloom and sorrow, came into New York last night with first news direct from the great White Star liner Titanic, which sank off the Grand Banks of New Foundland early on Monday morning last.

The great liner went down with her band playing, taking with her to death all but 745 of her human cargo of 2,340 souls. To this awful death list six persons were added. One died in the lifeboat that was put off from the liner's side and five subsequently succumbed on the rescue ship Carpathia. The list of prominent men missing stands as previously reported and the total number of deaths as reported last night by the Carpathia is 1601.

Survivors in the lifeboats huddled in the darkness at a safe distance from the stricken ship and saw her go down. As to the scenes on board when the liner struck,

accounts differed widely. Some maintain that comparative calm prevailed; others say that wild disorder broke out and that there was a maniacal struggle for the lifeboats. That the liner struck an iceberg as reported by wireless was confirmed by all.

Sensational rumors told by hysterical passengers who would not give their names said that Captain Smith killed himself on the bridge, that the chief engineer also took his life and that three Italians were shot in the struggle for the boats. These rumors could not be confirmed in the early confusion attendant on the landing of the survivors.

Ripped from stem to engineroom by the great mass of ice she struck amidships, the Titanic's side was laid open as if by a gigantic can-opener. She quickly listed to starboard and a shower of ice fell onto the fore-castle deck. Shortly before she sank she broke in two abaft the engine room and as she disappeared beneath the water the

expulsion of air caused two explosions which were plainly heard by the survivors adrift. A moment later and the Titanic had gone to her doom with ill-starred hundreds grouped on the after deck. To the survivors they were visible to the last and their cries and moans were most pitiable.

### CARPATHIA'S FREIGHT OF WOE

NEW YORK, April 19.—How the White Star liner Titanic, the largest ship afloat, sank off the Grand Banks of New Foundland on Monday morning last, carrying to their death 1601 of the 2340 persons aboard was told to the world in all its awful details for the first time last night with the arrival in New York of the Cunard liner Car-

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# A GRAND SUCCESS

## "Iolanthe" Presented by High School Pupils

To an audience which comfortably filled the High school hall, last evening, the pupils, under the direction of Mr. Frederick O. Blunt, musical director and Miss Caroline H. Wescott, instructor of dramatics, presented the beautiful two act comic opera, "Iolanthe, or The Peer and the Peri," one of the very best efforts of Gilbert and Sullivan, the noted English operatic writers. Next to the laugh provoking "Trial by Jury," which turned out to be the most successful piece the two masters gave to the music loving public, in popularity and favor, comes "Iolanthe." Owing to the fact that "Iolanthe" is a very pretentious opera, and a piece which requires good voices

a delightful swing and the music, dialogue and English are excellent throughout. It is indeed a fitting opening piece and the audience showed its appreciation of the manner in which the chorus gave it by insisting, by continuous applause, that it appear and repeat it.

The plot of the piece, if plot it is, is woven around a most charming ward of the Lord Chancellor, and also an Arcadian shepherdess, who somehow or another, in spite of her beauty and grace was not numbered among the fairies. She falls desperately in love with a half-man, half-fairy mortal, whom the composer and librettist have graciously named Private Willis. Though guardian of the shepherdess the Lord Chancellor would fain marry the girl himself, if the laws of the country would permit, but, although he is the leading authority in the framing of the laws, he has not the courage to rewrite the law governing the marriage of guardians and wards, and while he does not openly make known the fact of his affection to the house of peers, his actions are interpreted by them and they finally place the matter before him. Incidentally, they all have fallen in love with the girl, and they were only too anxious to find out just the extent of his love. While he is still declaring his love for the girl, Private Willis appears and makes known the fact that the girl

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You Will Be Surprised to See How Quickly It Disappears.

No more dirty coats from dandruff heads. Zemo stops dandruff. Apply it any time with tips of fingers. No smell, no smear. Zemo sinks into the pores, makes the scalp healthy, makes the hair fine and glossy.

Zemo is prepared by E. W. Rose Medicine Co., St. Louis, Mo., and is regularly sold by all druggists at \$1.00 per bottle. But to enable you to make a test and prove what it will do for you, get a 25-cent trial bottle fully guaranteed or your money back at A. W. Dows & Co's drug store.

is already betrothed to him. They immediately object to the betrothal and forthwith tears her from his arms, and sends her away.

Private Willis summons his fairy mother, who by the way is the wife of the Lord Chancellor, whom he believes to have died childless. After hearing of the plight of her son she in turns calls the fairies to her aid and they admonish the peers for the action, and warns them of the dire things which will come to them.

The fairies presage the election of



HORATIUS E. LEGGAT,  
The Lord Chancellor.

Private Willis to the house of peers and tell of the power which he will wield over all. The final scene of the comedy shows everyone united and happy and every peer with the fairy who has won his heart.

To single out one of the cast for praise would be an injustice to the others suffice it to say that the piece was the best that was ever given in the school, and every role was handled capably.

Every one of the musical numbers was given in an admirable manner showing that much thought was used in selecting the pupils to play the different parts.

The songs given in the opera are catchy, popular and very musical. They were all well interpreted.

The cast of characters was as follows:

The Lord Chancellor, Horatius E. Leggat  
Earl of Mountararat, Chas. D. Whidden  
Earl Toller, Althea C. Cyle  
Private Willis, for the Grenadier Guards, W. French Leighton



CHARLES H. HILLIER,  
An Arcadian Shepherd.

Stephen (an Arcadian Shepherd), Chas. H. Hillier

Queen of the Fairies, Ethel B. Thompson

Iolanthe (a Fairy, Stephen's Mother), May R. Mausfield

Celia, Lella, Eleta, Fairies,

M. Beatrice Shea, Anna K. McCashin,

Ruth K. Choate,

Phyllis (an Arcadian Shepherdess and Ward in chancery),

Frances R. H. Leggat

Chorus of peers and fairies: Myra Al-

kinson, Callahan, Cullinan, Cummings,

Conley, Connors, Cogger, Dodge, Dono-

hoe, Driscoll, Egan, Ealy, Fairbrother,

Fleming, Graves, Gray, Green, Hicke,

Irvine, Kelley, Lowrey, Long, Lougee,

Moak, McCarthy, Phelps, Sheehan, Sul-

livan, Thistle, Weinbeck

Messrs. Barton, Bailey, Cawley,

Carter, Dacey, Duval, Garmon, Gard-

ner, Glinson, Garrity, Hartford, Ha-

zelline, Johnson, Leland, Martin, Mes-

more, Morse, McDermott, O'Brien, Rob-

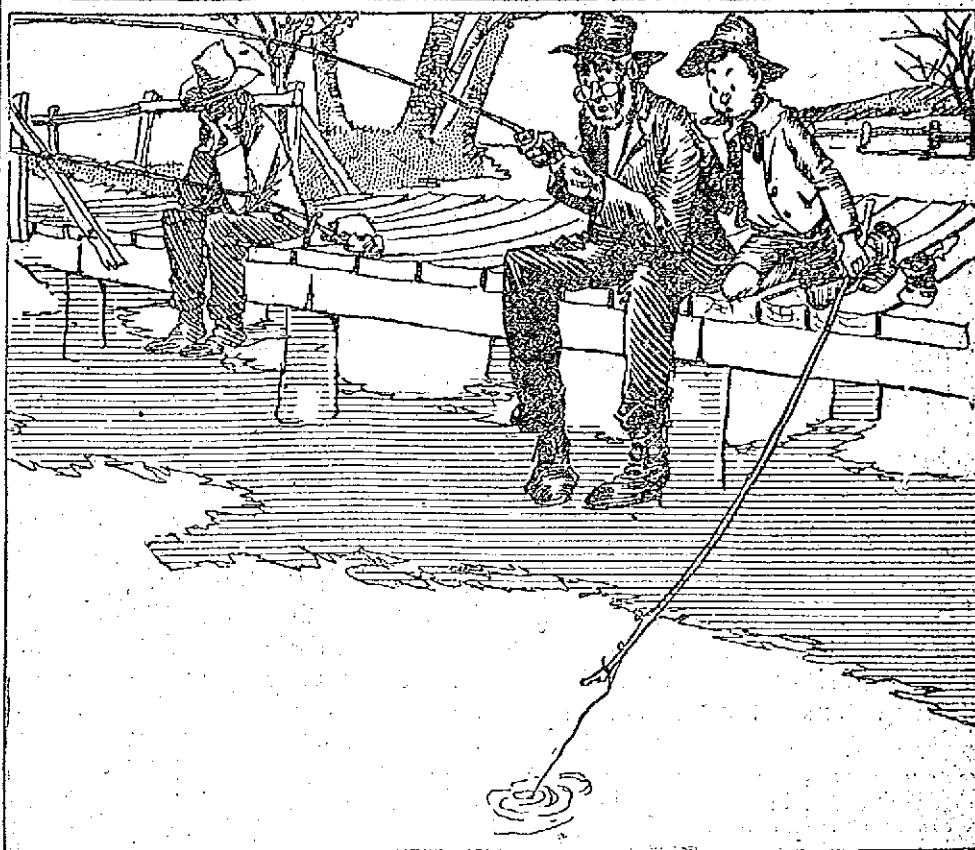
bins, Wilson.

Orchestra under direction of Mr. Earl C. Lavigne; pianist, Mr. George R. Smith.

"Iolanthe" will be given tonight and again tomorrow night at 8 o'clock, in the High school, and should be attended by capacity audiences. The rain last evening undoubtedly interfered with the attendance.

If you want help at home or in your business, try "The Sun" column.

### WHILE THE CREEK'S RUNNING HIGH



## THE LIQUOR LICENSES

### Protest Against Granting to Those Who Violated Law

The hearing of remonstrants against the granting of liquor licenses in certain localities in this city was given by the license commission in the police court room in the Market building last night. There were several petitions entered but at the conclusion of the meeting the board decided to accept the withdrawal of the application of Louis P. Turcotte, for a fourth class license at 719 Moody street, Pawtucketville. Mr. Turcotte informed the board that at no time had he any intention of locating his saloon, if granted a license, on the premises where he applied.

After the hearings were held the board adjourned to the license commis-

sion office and transacted considerable routine business, mostly renewals of licenses.

It was shortly after 8 o'clock that Chairman John J. Mullaney called to order and read a letter addressed to the board from the Federation of Churches relative to the granting of licenses to persons who had infringed on the conditions of their licenses during the year. However, no person appeared to speak on the petition and the matter was dismissed after it had been duly recorded.

License Hearing

The next matter taken up was the hearing on the application of Morin &

Co. for a liquor license at the corner of Moody and Race streets. This was disposed of in short order. Ovilla Morin appeared and informed the commissioners that, if he was granted a license that he would conduct it in a respectable manner.

The principal hearing was that on the remonstrance against the locating of a liquor saloon in Pawtucketville. Mr. L. P. Turcotte applied for a license at 719 Moody street but according to the statement which he offered he never intended to locate in that place, but expected that if he received a license he could get a transfer.

Numerous petitions relative to opposition to the granting of the licenses were read by Clerk John J. Flaherty. One was headed by Rosaline Hebert, another by James T. Smith, as a trustee of the Lowell Textile school, and the others by Edgar H. Barker and others and J. Arthur Gago and others. There were 84 names on the Barker petition and 24 on the Gago petition.

Remonstrants Heard

James T. Smith said that he did not believe in a liquor license being granted to any person in a residential section. He said that no license had ever been located in Pawtucketville and that his principal objection was that the location applied for was within 100 yards of the Textile school.

Continued to last page.

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Beauty  
is a  
Duty

EVERY woman owes it to herself to be beautiful, and every woman has the development of her own resources of natural loveliness in her own hands.

Give the real delicacy of your complexion a chance to discover itself. Prove how soft and fine is the texture of your skin.

If you are not giving twenty minutes of careful manipulation and intelligent attention to your skin at bedtime, you are not realizing a tenth of your natural beauty.

ON RETIRING prepare a basin of hot but not scalding water, to which has been added a couple of tablespoonfuls of Riker's Toilet Benzoin, and wash the face thoroughly with a soft brush and pure soap. Refill the basin with warm water, and DIP the face into it several times. Make a

soft pad of the towel and pat the face gently to remove the drops of water. But have the skin MOIST. Apply Riker's Violet Cerate with the tips of the fingers, rubbing it well into the face with a circular upward movement. The skin will be nourished, refreshed and RESTED by this treatment.

RIKER'S VIOLET CERATE, a greaseless cream, containing healing and tissue-building materials with almost miraculous softening and whitening qualities. In porcelain jars, 50c.

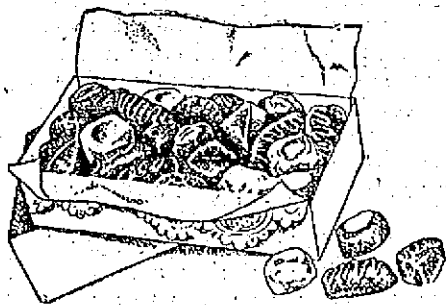
RIKER'S TOILET BENZOIN softens the water and stimulates the skin. It insures comfort and cleanliness when a few drops are added to the water of the bath. 25c and 75c the bottle.

RIKER'S OLIVO SOAP is the best complexion soap that science and skill have yet produced. It is made of the purest olive oil obtainable and contains no free alkali. 25c the cake.

RIKER'S PURITY BATH SOAP makes a bath not only absolutely cleansing, but exhilarating. It comes in a big cake, unscented. It lathers freely, but does not dissolve. 10c a cake, 3 cakes for 25c.

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We have given to candy the same careful thought, exacting analysis and thorough investigation that has gone into every branch of our business. The result is that we can assure you positively that you are SAFE when you buy candy at Riker-Jaynes drug stores.

Every pound of our candy is PURE and WHOLESOME. We will not sell "cheap candies" in our stores.

Thousands of our customers buy candy regularly on Saturday. If you have not yet formed this good habit we want to help you form it now. Saturday we place on sale in our various stores 16 thousand pounds of

## RIKER'S SPECIAL CHOCOLATES

Worth 40c the Pound,

SATURDAY ONLY 29c THE POUND BOX

We urge you to try Riker's Special Chocolates. They will convince you that Riker-Jaynes' Stores give you candy values that cannot be equalled elsewhere.

Try a box Saturday and you will become a regular week-end customer of our Candy Department.

20 Stores in New England Shop at the Nearest

119-123 MERRIMACK ST.



You are SAFE when buy at  
Riker-Jaynes

## A Way Out

If you are made miserable from the load of uric acid stored in your system from coffee and tea—

Why go on struggling with it day after day when the way out of the difficulty is plain and easy?

For such persons, comfort lies in quitting coffee and tea with their hidden drug—CAFFEINE—and in their place the regular use of the famous food-drink.

# POSTUM

Made of clean, hard wheat, including the Phosphate of Potash, (grown in the grain). Postum builds up what coffee and tea destroy.

Seventeen years of experience along these lines, among all kinds of people, has established this beyond doubt.

For quick, convenient serving try

## INSTANT POSTUM

This is regular Postum in concentrated form—nothing added. Made in the cup—no boiling—ready to serve instantly.



Postum—made right—is now served at most Hotels, Restaurants, Lunch Rooms, Soda Fountains, etc.

Instant Postum is put up in air-tight tins and sold by grocers.



REGULAR POSTUM—15c size makes 25 cups; 25c size makes 50 cups.

INSTANT POSTUM—30c tin makes 40 to 50 cups; 50c tin makes 90 to 100 cups.

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# CREW DID HEROIC RESCUE WORK

pathia bearing the exhausted survivors of the catastrophe. Of the great facts that stand out from the chaotic account of the tragedy these are the most salient:

The death list has been increased rather than decreased.

Six persons died after being rescued.

The list of prominent persons lost stands as previously reported.

Practically every woman and child with the exception of those women who refused to leave their husbands were saved. Among the latter was Mrs. Isador Straus, wife of the New York millionaire merchant.

The survivors on the lifeboats saw the lights on the stricken vessel glimmer to the last, heard her band playing and saw the doomed hundreds on her deck and heard their groans and cries when the vessel sank. Accounts vary as to the extent of the disorder on board.

## GRAPHIC ACCOUNT OF DISASTER

A surviving passenger named Beasley gives the following account of the sinking of the Titanic:

"When we rushed on deck after the shock we saw through the smoking room window a game going on and we went in to inquire if they knew anything of the accident. It seems they felt more of the jar and looking to the window had seen a huge iceberg go by close to the boat. They thought we had just grazed it with a glancing blow and the engines had been stopped to see if any damage had been done. No one, of course, had any conception that she had been pierced below by part of the submerged iceberg. The game went on without any thought of disaster and I retired to my cabin to read until we went on again. I never saw any of the players or the onlookers again. A little later hearing people going upstairs I went out again and found everyone wanting to know why the engines had stopped.

"No doubt many were awakened from sleep by the sudden stopping of a vibration to which they had become accustomed during the four days we had been aboard. Naturally, with such powerful engines as the Titanic carried the vibration was very noticeable all the time and the sudden stopping had something the same effect as the stopping of a loud-ticking grandfather's clock in a room.

### NONE REALIZED THE DANGER

"Going on deck again I saw there was an undoubted list downward from stern to bow but knowing nothing of what had happened concluded some of the front compartments had filled and weighed her down. I went down again to put on warmer clothing and as I dressed heard an order shouted: 'All passengers on deck with lifebelts on.' We all walked slowly up with them tied on to our clothing but even then presumed this was a wise precaution the captain was taking and that we should return in a short time and retire to bed. There was a total absence of any panic or any expressions of alarm and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident.

"The ship was absolutely still and except for a gentle tilt downward which I don't think one person in ten would have noticed at that time, no signs of the approaching disaster were visible. She lay just as if she were waiting the order to go on again when some trifling matter had been adjusted. But in a few moments we saw the covers lifted from the life boats and the crews allotted to them standing by and curling up the ropes which were to lower them by the pulley blocks into the water. We then began to realize it was more serious than had been supposed and my first thought was to go down and get more clothing and some money, but seeing people pouring up the stairs I decided that it was better to cause no confusion to people coming up by doing so. Presently we heard the order: 'Back away from the boats men, and all ladies retire to next deck below'—the smoking room deck.

### MEN MADE WAY FOR WOMEN

"The men backed away and stood against the end of the railings of the deck. The boats were swung out and lowered from 'A' deck. When they were to the level of 'B' deck, where all the women were collected the women got in quietly with the exception of some who refused to leave their husbands. In some cases they were torn from them and pushed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go. Looking over the side one saw boats from aft already in the water, slipping quietly away into the darkness and presently the boats near to me were lowered and with much creaking as the new ropes slipped through the pulley blocks down the 90 feet which separated them from the water. An officer in uniform came up as one boat went down and shouted: 'When you are afloat row round to the companion ladder and stand by with the other boats for orders.' 'Aye, aye, sir,' came up the reply, but I don't think any boat was able to obey the order. When they were afloat and had the oars at work the condition of the rapidly settling boat was so much more a sight for alarm for those in the boats than those on board that in common prudence the sailors saw they could do nothing but row from the sinking ship to save at any rate some lives. They anticipated that the suction would be unusually dangerous to a crowded boat mostly filled with women. Everyone seemed to realize so slowly that there was imminent danger. When it was realized that we might all be presently in the sea with nothing but our lifebelts to support us until we were picked up by passing steamers it was extraordinary how calm everyone was and how completely self-controlled.

### LOWERING THE BOATS

"One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went around among the men: 'The men are to be put in boats on the starboard side.' I was on the port side and most of the men walked across the deck to see if this was so. I remained where I was and presently heard the call: 'Any more ladies?' Looking over the side of the ship I saw the boat, number 13, swinging level with 'B' deck half full of ladies. Again the call was repeated. 'Any more ladies?' I saw none come on and then one of the crew looked up and said: 'Any ladies on your deck, sir?' 'No,' I replied. 'Then, you had better jump.' I dropped in and fell in the bottom as they cried, 'Lower away.' As the boat began to descend two ladies were pushed hurriedly through the crowd on 'B' deck and heaved over into the boat and a baby of ten months passed down after them. Down we went, the crew calling to those lowering which end to keep her level, 'Aft,' 'Stern,' 'Both together,' until we were some ten feet from the water and here occurred the only anxious moment we had during the whole of our experience from leaving the deck to reaching the Carpathia. Immediately below our boat was the exhaust of the condensers, a huge stream of water pouring all the time from the ship's side just above the water line. It was plain we ought to be smartly swayed from this so as not to be swamped by it when we touched water. We had no officer aboard, nor petty officer or member of the crew to take charge. So one of the stokers shouted: 'Someone find the pin which releases the boat from the ropes and pull it up.'

"No one knew where it was. We felt as well as we could on the bottom and sides but found nothing and it was hard to move among so many people—we had sixty or seventy on board. Down we went and presently floated without ropes still holding us, the exhaust washing us away from the side of the vessel and the swell of the sea urging us back against the side again. The result of all these forces was a force which carried us parallel to the ship's side and directly under boat 14 which had filled rapidly with men and was coming down on us in a way that threatened to submerge our boat. 'Stop lowering 14' our crew shouted. But the distance to the top was some seventy feet and the creaking pulleys must have deadened all sound to those above for down she came—15 feet, 10 feet, five feet and a stoker and I reached up and touched her swinging above our heads. The next drop would have brought her on our heads but just before she dropped another stoker sprang to the ropes with his knife. 'One,' I heard him say. 'Two' as his knife cut through the pulley ropes and the next moment the exhaust stream had carried us clear while boat 14 had dropped into the water, into the space we had the moment before occupied, our gunwales almost touching.

### SETTING OUT IN LIFEBOATS

"We drifted away easily as the oars were gotten out and headed directly away from the ship. The crew seemed to be mostly cooks in white jackets, two to an oar, with a stoker at the tiller. There was a certain amount of shouting from one end of the boat to the other and discussion as to which way we should go but finally it was decided to elect the stoker who was steering captain and for all to obey his orders. We went to work at once to get into touch with the other boats, calling to them and getting as close as seemed wise, so that when the search boats came in the morning to look for us there would be more chance for all to be rescued by keeping together. It was now about 1 a. m., a beautiful starlight night with no moon and so not very light. The sea was calm as a pond, just a gentle heave as the boat dipped up and down in the swell; an ideal night except for the bitter cold, for anyone who had to be out in the middle of the Atlantic ocean in an open boat.

### LAST LOOK AT TITANIC

"The captain-stoker told us that he had been at sea twenty-six years and had never yet seen such a calm night on the Atlantic. As we rowed away from the Titanic we looked back from time to time to watch her and a more striking spectacle it was not possible for anyone to see. Only the evening before at dinner I remarked to my neighbor that when we arrived in New York I should take an opportunity to get a look at her from a distance to realize something of her dimensions. We did not think our desire was so soon to be gratified. In the distance she looked an enormous hull, her great bulk outlined in black against the starry sky, every porthole and saloon blazing with lights. It was impossible to think anything could be wrong with such a Leviathan were it not for that enormous tilt downwards in the bow, where the water was by now up to the lowest row of portholes. We were now about two miles from her and all the crew insisted that such a tremendous wave would be formed by suction as she went down. Presently, about 2 a. m., as near as I can remember, we observed her settling very rapidly with the bows and the bridge completely under water and concluded it was now only a question of minutes before she went; and so it proved. She slowly tilted straight on end and with stern vertically upwards and as she did so the lights in the cabins and saloons which had not flickered for a moment since we left, died out, came on again for a single flash and finally went out altogether. At the same time the machinery roared down through the vessel with a rattle and a groaning that could be heard for miles, the wierdest sound surely that could be heard in the middle of the ocean a thousand miles away from land. But this was not yet quite the end. To our amazement she remained in that upright position for a time which I estimate at five minutes, others in the boat say less, but it was certainly some minutes while we watched at least 150 feet of the Titanic towering up above the level of the sea and looming black against the sky.

"Then, with a quiet slanting dive, she disappeared beneath the waves.

"And there was left to us the gently heaving sea, the boat filled to standing room with men and women in every conceivable condition of dress and undress, above the perfect sky of brilliant

stars with not a cloud in the sky, all tempered with a bitter cold that made us all long to be one of the crew who toiled away with the oars and kept themselves warm thereby—a curious, deadening bitter cold unlike anything we had felt before. And then with all these there fell on us the most appalling noise that human beings ever listened to—the cries of hundreds of our fellow beings struggling in the icy cold water, crying and praying for help with a cry that we knew could not be answered. We longed to return and pick up some of those swimmers but this would have meant swamping our boat and further loss of lives of all of us.

"We tried to sing to keep the women from hearing the cries and rowed hard to get away from the scene of the wreck but I think the memory of those awful moans will remain in the ears of the rescued forever. We were all trying hard not to think of it. We kept a lookout for lights and several times it was shouted that steamers' lights were seen but they turned out to be either a light from another boat or a star low down on the horizon.

"Presently low down on the horizon we saw a light which slowly resolved itself into a double light and we watched eagerly to see if the two lights would separate and so prove to be only two of our boats or whether they would remain together in which case we should expect them to be the masthead light and a deck-light below of a rescuing steamer.

### SAFETY AT HAND

"To our joy they moved as one and around we swung the boat and headed for her. The steersman shouted: 'Now boys sing' and for the first time the boat broke into song with 'Pull for the Shore, Boys' and for the first time tears came to the eyes of us all as we realized that safety was at hand. The song was sung but it was a very poor imitation of the real thing, for quivering voices make poor songs. A cheer was given next; that was better, for you needn't keep in time for a cheer. The ship became plainer. She was motionless and we had to row to her. Just then day broke, a beautiful quiet dawn with faint pink clouds just above the horizon and a new moon whose crescent just touched the horizon. 'Turn your money over, boys' said our cheery steersman, 'that is, if you have any.' We laughed at him for his superstition at such a time, but he countered very neatly by adding: 'Well, I shall never say again that 13 is an unlucky number, boat 13 has been the best friend we ever had.' Certainly the 13 superstition is killed forever in the minds of those who escaped from the Titanic in boat 13.

"As we neared the Carpathia we saw in the dawning light what we thought was a full rigged schooner standing up near her and present behind her another, all sails set and we said: 'they are fishing boats from the New Foundland banks and have seen the steamer lying-to and are standing by to help,' but in another five minutes the light shone pink on them and we saw they were icebergs towering many feet in the air, huge, glistening masses, deadly white, still and peaked in a way that had easily suggested a schooner. We glanced around the horizon and there were others wherever the eye could reach. The steamer we had to reach was surrounded by them and we had to make a detour to reach her for between her and us lay another huge berg. We rowed up to the Carpathia about 4.30 and were hoisted or climbed up the ship's sides with very grateful hearts.

"We were received with a welcome that was overwhelming in its warmth and I should like to say here that there is not a member of the Titanic on board who feels capable of expressing in adequate terms his gratitude for the attentions showered upon us by the captain, officers, crew and passengers on board the Carpathia. They were called up suddenly in mid-ocean to receive they thought three thousand passengers and crew and although this was not to be they made every arrangement for so doing. Hot meals, blankets and berths were provided for each as they came on board. Clothing and money was supplied individually by passengers. Berths were given up by men who slept on the smoking room floor or anywhere else that a corner could be found.

"The ship has sent off hundreds of Marconigrams free of charge to anxious relatives. The catering arrangements in charge of the purser and stewards have been so admirably organized that it would not be possible to be better served had we been regular passengers aboard our own ship.

"The captain has placed all private messages to friends in front of press messages—in fact he has refused to send any press messages, beyond a bare 20 words to a press association and the names of all those saved, placing the needs of the private passengers of the Titanic in front of any 'copy' for the press."

The above account of the disaster was given by Mr. L. Beasley, a Cambridge university man who lives in London. Mr. Beasley was in the second cabin and had not been mentioned in the list of the saved.

## MISTAKE OF THE WIRELESS

NEW YORK, April 18.—Miss Helen R. Ostby of Providence was taken at once from the dock to a hotel. She was informed by friends that the name of her father, E. C. Ostby, had been telegraphed from the Carpathia as among those saved. She at once said that she had not seen her father on board the Carpathia and she could not believe he was aboard without her knowing it. The only explanation was that a mistake was made in the wireless transmission of the names.

# OFFICIAL SPEED ORDERS OBEYED

Not only was the Titanic tearing through to her doom, but she was under orders from the general offices of the line to make all the speed of which she was capable. This was the statement plainly made by J. H. Moody, a quartermaster and the helmsman on the Titanic on the night of the disaster. He said the ship was making 21 knots an hour and the officers were striving to live up to the orders to smash a record.

## HOW THE TITANIC WENT DOWN

NEW YORK, April 18.—How the Titanic sank is told by Charles F. Hurd, a staff correspondent of the Evening World, who was a passenger on the Carpathia and who tonight furnished that paper with his account.

He gives the number of lives lost as 1,700. He praises highly the courage of the crew, hundreds of whom gave their lives with a heroism which equalled but could not exceed that of John Jacob Astor, Henry B. Harris, Jacques Futrelle and others in the long list of first cabin passengers.

### BOILERS EXPLODED

It was the explosion of the boilers, according to Mr. Hurd's account, which finally finished the Titanic's career. The bulkhead system, though probably working, proved only to delay the ship's sinking. The position of the ship's wound on the starboard quarter admitted icy water, according to Hurd's story, which caused the boilers to explode and these explosions broke the ship in two. The ship's string band gathered in the saloon. Captain Smith was last seen on the bridge just before the ship sank, leaping only after the decks had been washed away. What became of the men with the life preservers was a question asked by many since the disaster.

Many of those with life preservers were seen to go down despite the preservers and dead bodies floated on the surface as the last boats moved away.

Mrs. Isador Straus refused to leave her husband's side and both perished together.

Harold Cotton, Marconi operator on the Carpathia, did not go to bed at his usual time Sunday night and as a result caught the first message of the Titanic's plight which was responsible for the saving of hundreds of persons who were landed in New York last night.

It was testified to by several observers that the Titanic was going 23 knots an hour when she dashed into the iceberg. The narrative says that as the ship went down the band played "Nearer, My God, to Thee." The account continues:

### THE FATAL CRASH

The crash against the iceberg which had been sighted at almost a quarter mile distance came almost simultaneously with the click of the levers operated from the bridge which stopped the engines and closed the watertight doors. Captain Smith was on the bridge a moment later summoned all on board to put on life preservers and ordered the lifeboats lowered.

The first boats had more male passengers, as the men were the first to reach the deck. When the rush of frightened men and women and crying children to the decks began the "women first" rule was rigidly enforced.

Officers drew revolvers but in most cases there was no use for them. Revolver shots heard shortly before the Titanic went down gave rise to many rumors, one that Captain Smith had shot himself, another that First Officer Murdoch had ended his life, but members of the crew discredit these rumors.

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## MRS. ASTOR IN NO DANGER

NEW YORK, April 19.—Although utterly exhausted by her experiences, Mrs. John Jacob Astor was said last night by Nicholas Biddle, a trustee of the Astor estate, to be in no danger whatever. Her physicians had given orders, however, that neither Mrs. Astor nor her maid, who was saved with her, be permitted to talk about the disaster. She told members of her family what she could recall of the circumstances of the disaster. Of how Col. Astor met his death she had no definite conception. She recalled, she thought, that in the confusion as she was about to be put into one of the boats the colonel was standing by her side. After that, as Mr. Biddle recounted her narrative, she had no very clear recollection of the happenings until the boats were well clear of the sinking steamer.

Mrs. Astor, it appears, left in one of the last boats which got away from the ship. It was her belief that all the women who wished to go had been taken off. Her impression was that the boat in which she left had room for at least 15 more persons.

The chief steerage steward of the Titanic who came in on the Carpathia says that he saw John Jacob Astor standing by the life ladder as the passengers were being embarked. His wife was beside him, the steward said. The colonel left her to go to the purser's office for a moment and that was the last seen of him.

## THE LAST MAN SAVED

NEW YORK, April 19.—Col. Archibald Gracie, the last man saved, went down with the vessel but was picked up. He was met last night by his daughter, who had arrived from Washington, and his son-in-law, Paul H. Fabricius. Col. Gracie told a remarkable story of personal hardships and denied emphatically the reports that there was any panic on board. He praised in the highest terms the behavior of both the passengers and crew and spoke especially of the heroism of the women passengers.

"Mrs. Isador Straus," he said, "went to her death because she would not desert her husband. Although he pleaded with her to take her place in the boat she steadfastly refused and when the ship settled at the head the two were engulfed by the wave that swept her."

Colonel Gracie described how he was driven to the topmost deck when the ship settled and how he was the sole survivor after the wave that swept her just before her final plunge had passed.

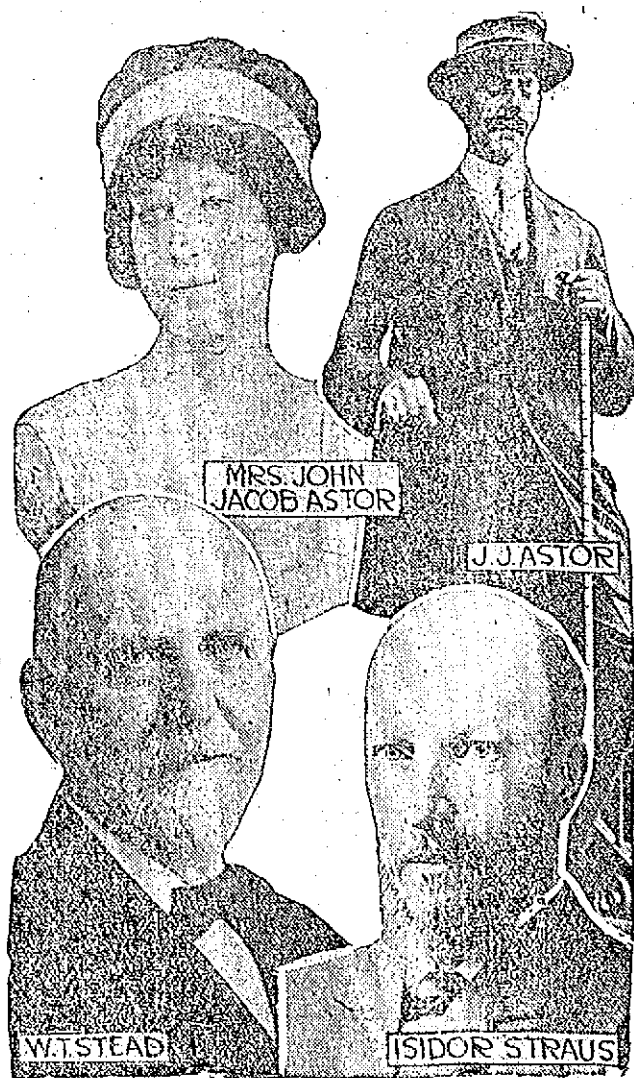
"I jumped with the wave," he said, "just as I often have jumped with the breakers at the seashore. By great good fortune I managed to grasp the brass railing on the deck above and hung on by my thumb and fingers. When the ship plunged down I was forced to let go and I was swirled around and around for what seemed to be an interminable time. Eventually I came to the surface to find the sea a mass of tangled wreckage. Luckily I was unhurt and swimming about managed to seize a wooden grating floating. When I had recovered my breath I discovered a large canvas and cork raft which had floated up. A man, whose name I did not learn, was struggling towards it from some wreckage to which he clung. I jumped off and helped him to get onto the raft and we then began the work of rescuing those who had jumped into the sea and were floundering in the water. When dawn broke there were 30 of us on the raft, standing knee-deep in the icy water and afraid to move lest the cranky craft be overturned. Several unfortunates, benumbed and half dead, besought us to save them. One or two made an effort to reach us but we had to warn them away. Had we made any effort to save them we all might have perished."

### BALANCING ON A RAFT

"The hours that elapsed before we were picked up by the Carpathia were the longest and the most terrible that I have ever spent. Practically without any sensation of feeling because of the icy water we were almost dropping from fatigue. We were afraid to turn around to look to see whether we were seen by passing craft and when some one who was facing astern passed the word that something that looked like a steamer was coming up the women became hysterical under the strain. The rest of us, too, were nearing the breaking point."

Col. Gracie denied with emphasis that any men were fired upon and said that only once was a revolver discharged.

"This was for the purpose of intimidating some steerage passengers," he said, "who had tumbled into a boat before it was prepared for launching. This shot was fired in the air and when the foreigners were told that the next would be discharged at them they promptly returned to the deck. There was excitement, but no panic."







2,500, suppose the figures in other states might vary as much, though the census shows that Kansas has more students in college than any other state in the Union in proportion to its population. Reaches Out For Home Folks.

Not only does the agricultural college do excellent work with the raw material sent from the farm, the village, the town and even the city in the shape of young men and women eager to learn farming, science, English, domestic science and a host of other subjects, but it reaches out for the old and young who remain at home.

If the farmer is unable or unwilling to go to the agricultural college the institution goes to him by sending lecturers, assisting the railroads in the touring of agricultural trains, devising ways and means of interesting the youngsters by "boys' corn clubs" and in other ways, detailing women instructors to teach the farm wife and mother how to conserve her health and strength and preserve the life of her child, etc.

ducive to health. They are, of course, fireproof and fitted with every convenience.

There are four of these buildings, six stories high, with accommodations for 353 families in flats of two to five rooms. Many improvements have been incorporated in the construction of the buildings, such as all outside stairways, roof gardens and sleeping balconies. The whole roof may be used at night for sleeping if desired. It is the purpose of the doctors to encourage open air sleeping as much as possible. There are no unventilated rooms wherein disease may breed, and every facility is afforded to those who desire to keep their apartments clean.

ELI WHITTAKER.



